

Join March of Dimes and Help Fight Polio!

The Indiana Teamster

"Serving the Indiana Teamster Movement"

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GRAVEL CO. REHIRES 6 OF NO. 716

Teamsters Local No. 716, headed by E. T. Carlson, has won a charge of unfair labor practice against the Spickelmier Company, Indianapolis.

The National Labor Relations Board, following a hearing, ordered the company to reinstate six employees, with back pay, Christmas bonus and full seniority rights.

The charge against the company was instituted by President Carlson following the discharge of six employees of the company's gravel pit at Seventy-third street and Keystone avenue last December 13. They were discharged by a supervisory employee after they refused to obey his order to quit the union.

The six were Edward G. Schaub, Harold Cummings, D. W. Gray, Orville Whited, Stephen Hotseller and Odie Key.

Representing the union at the NLRB hearing were Carlson, Harry Hudson and Attorneys Robert Malarney and Joseph McCann.

The company was also ordered by the NLRB to post a sign stating it will not interfere in the future with any employees who wish to join the union.

Carlson said the union is filing a petition with the NLRB asking to be bargaining representative for all employees at the gravel pit.

Birdsong Heads Building Trades for 13th Term

EVANSVILLE — Clyde Birdsong, president of Teamsters Local 215 here, has been elected president of the Evansville Building and Construction Trades Council for his 13th term.

Other officers elected are:
Vice-President, Lonnie Harris, Laborers No. 561.
Recording Secretary, Henry Kuhn, Paperhangers Local No. 464.

Treasurer, William T. Schulze, Carpenters Local No. 90.
Sergeant-at-Arms, William Meier, Millmen's Local No. 2091.
Three-year trustee, Jesse Carter, Plumbers and Steamfitters Local No. 136.

Hold-over trustees are Edward Erickson Painters Local No. 156, and Guy Vaughn Electrical Workers Local No. 16.

TOBIN GREET'S BARKLEY IN CINCINNATI



International President Daniel J. Tobin of the Teamsters (left) is shown congratulating Vice-President Alban W. Barkley shortly after the national Democratic victory and during the AFL convention in Cincinnati. Third member of the group (center) is Sam J. Byers, head of the Laundry Workers International Union.

Salesdrivers Local 188 Mourns Passing of Two Good Brothers

By LOUIS FLOERKE

We regret to announce the death of Brother William Blue, former Trustee of Local No. 188, who resigned as trustee due to ill health. Brother Blue has been a staunch supporter of our Union since we were first organized and will be greatly missed by the entire membership and officers. Brother Blue was well known and liked in his 15 years of service with the Continental Bakery Co. Brother Blue would have been retired in 14 months. He died on Christmas day!

We received the following letter from Mrs. Blue, wife of Brother Blue, following his death:

"Mr. C. E. Davis, President
Local No. 188
Indianapolis, Indiana
Dear Friend:

I wish personally to thank you and all the brother members of my husband's local for your kindness and assistance in these past trying days. You have proved that 188 is a 'Friend Indeed.'

I would also like to take this opportunity of thanking Mrs. Davis and the others who drove cars for us, and the boys who were pallbearers.

I will eventually get around to all this personally, but until I do, thank you.

Sincerely,

MRS. BLUE (Signed)."

It is with deep regret that we announce the death of another good brother, Charles Moreland, of the Indiana Condensed Milk Co., Sheridan. He was another old-timer, well liked by all who knew him, and he will be greatly missed in the organization.

To these brothers' families goes our deepest sympathy.

Brother Davis has just completed negotiations with the Stettler Bakery Co., with very pleasant relations to all concerned. Wages and hours and working conditions are tops.

Brother Leonard Bea, our Secretary and Treasurer, has been off ill for two weeks, under doctor's care. A speedy recovery, Brother Bea!

Brother Keith Payne, of Continental Baking Co., is back on the job after a long illness. Good luck for the future, Brother Payne!

NOTICE: All Stewards! Your help will be greatly appreciated if you will get me a few items to add to this list.

Congratulations go to Brother Baker and Brother Farrell of General Bakery Co. who are now the proud fathers, each of a baby boy. This makes two more good teamsters and sales drivers. Best of luck in the future for these Brothers and their families.

Help! Help! All members. Remember Polk's Milk Co. and Kroger Dairy are the only two union dairies in the city. Let's all buy Polk or Kroger milk. Help your Brothers, and they will help you!

Chambers Signs Kokomo Coal Cos. For Better Pay

KOKOMO—O. B. Chambers, secretary-treasurer of Teamsters Local 759, has made public the terms of a new agreement just reached between his union and several companies in this city which employ union members in handling and delivering coal.

About 35 members receive increased wages and improved working conditions by these new terms.

Companies to the agreement include the Hansel Coal Co., Cody's Coal Co., Ellis Coal Co., Howard County Lumber Co., Sumpton-Heady and Hunt Co.

The companies were represented in the negotiations by Ralph Hansel.

Strike Threat at Mexico

Mr. Chambers announced that all efforts at conciliation had failed to bring about an agreement between his union and the Central Railway Signal Co. at Mexico, Ind., and that the employees of that company are demanding union authority to walk out.

More Negotiations

Meanwhile Local 759 is negotiating for a new contract with the G. S. Suppinger Co., a ketchup canning plant, in Converse, Ind.

Local 759 is also bargaining at this time for a new construction contract with the various builders in Kokomo.

SPECIAL WARNING!

Congressman Gerald Landis of Linton, one of the Taft-Hartley supporters defeated in the last election, has announced that he will run again in 1950 for representative from the Seventh District.

TEAMSTERS IN CHICAGO PLAN DRIVE

CHICAGO — A general field organizing drive, which soon is expected to spread to every part of the United States, aim of which is to bring into the union every man and woman employed in jobs within the jurisdiction of the Teamsters International, was set in motion at a series of meetings starting in Chicago, January 17.

The meetings were called by Dave Beck, executive vice-president of the Teamsters International Union, upon the approval of General President Daniel J. Tobin and the General Executive Board of the IBT.

Five national trade divisions, chartered by the Teamsters national office under authority granted by the last international convention in San Francisco, had nearly 800 delegates present when Beck called the sessions to order Monday morning.

The purpose of the meetings is to start organizing within the Teamster jurisdiction in all areas where there is need and opportunity for such work, and thereby to strengthen the entire union. The general plans and strategy which have been tried and tested for the last 11 years by the Western Conference of Teamsters, and which have made the 11 western states outstanding for progress, will be applied on a national scale, Beck said.

The first trade division to meet in the conference was that composed of local union representatives interested in over-the-road transportation. Reports from throughout the country, showing the general extent of organization and the spots where special problems are to be handled, were received. A Policy Committee, representative of all large and important industrial areas, was appointed, and it immediately went into session to map strategy and lay plans to be submitted to the second general meeting of the division.

The Policy Committee of the Automotive, Petroleum and Allied Trades Division and of the Warehouse Conference, which were organized this winter and which have been functioning for several weeks, also met on the 17.

The Automotive Conference was scheduled to start Tuesday's meeting.

(Continued on Page 4)

Eight Vincennes Drivers are Cited

VINCENNES — According to Charles Miller the Bruce Dodson Insurance Co. of Kansas City, Mo., has recently awarded safe driving awards for the calendar year 1948 to the following drivers of City Ice & Coal Co. of Vincennes, who are members of Local Union 417. The drivers are:

Curtis Sullivan
Robert L. Williams
James Robertson
Ellis Sullivan
Frank Bacher
James Bacher
Robert Smith
Elmo G. Clark.

Ed Heffner and Ed McCarthy Look-See with 233

Fred Beck Liquor Co. and Capitol Hill Wine and Spirits Co. contracts have been settled with a nice wage increase. Capitol Hill is now bottling their own wine, so if you drink wine you can drink wine bottled by Teamsters.

The officers and members of this local express their sympathy to Brother Ernest Morton of Strohm's, who recently lost his wife; and to Brother Harmus Shirles of Prestles, who lost his infant child.

Vice-president William Osborne is back in the saddle again after his illness.

Brother James Hurley of A&P warehouse passed away recently, making two deaths in three weeks at A&P.

We wish to extend our sympathy to the family and friends of Brother Hurley.

Goody, goody! Hunting season is over, so the stories now end! At last report from the Tall Story Club of Indiana Terminal, Brother Elmer Oliphant killed 113 rabbits, 20 birds, three fox and one wolf.

This one wolf killed does not mean that Brother Oliphant shot himself. Brother Pete Clouse ran a little behind on rabbits but Brother Pete claims that in one shot he killed a rabbit, crippled a quail and shot three inches off his prize rabbit hound's tail. Some shot!

The Wadley Co. contract is open and negotiations will start in the near future.

Remember! General Meetings first Wednesday of each month, 8 P. M. at the Teamster Hall, 28 W. North St.

Sharpen up your pencils and get plenty of paper, a 1040 or 1040A form, and get set for a night's work. Income tax time is rolling around. The figures sure make one wonder where the wages went.

Lo, the Goodly Termite!

Still the National Association of Manufacturers and the Congressmen who wrote and passed the Act try to tell us that the Act is favorable to working people. If the Taft-Hartley Act is favorable to union members, then termites are favorable to wooden buildings and toredoes are favorable to ocean piling because they all do the same thing—eat out the substance of the structures and leave merely the shell.—M. A. Hutcheson in "Carpenters' Journal."

See What Your Dimes Did!



WASHINGTON — William Green, president of the American Federation of Labor, has called upon all AFL affiliates and their membership to get behind the drive of the National Foundation for Infantile Paralysis to meet its financial needs, which are greater than ever now due to the serious outbreaks of polio in the nation last year.

The March of Dimes campaign is now on, having started January 14, to continue to January 31.

This pledged support by labor of the 1949 March of Dimes came after it was revealed that the cost of aid and treatment alone of victims in the 1948 epidemic—up-

wards of 27,000 children and adults were stricken in this worst polio year in more than three decades—will exceed \$17,000,000. This cost will continue high in 1949 since treatment in a great number of cases must continue through many months, and in some instances for years.

To carry on its fight against polio through research and education, to continue its important work of aid and treatment and, to arm against next summer's expected epidemics, the National Foundation has asked every one to give at least 50 per cent more during the 1949 March of Dimes campaign.

EVANSVILLE MEN CITED

EVANSVILLE — Forty-seven drivers of the Hancock Truck Lines, Inc., all members of the Chauffeurs, Teamsters and Helpers Local 215, received safe driving awards at the company's annual safety dinner here.

Harry Hallmark and Edwin Titzer each received a pin for 11 years' safe driving.

That means that neither has had a chargeable accident during that period.

Mr. Hallmark has been with Hancock for 18 years.

Mr. Titzer won the Indiana 1947 "Driver Of The Year Award," and was runner up in the national contest.

Others receiving safety awards and the length of time during which they have not had a chargeable accident are:

Bernard Whalen, eight years. Russell Linxweiler and William Patmore, six years.

Gilford Mattingly, Norman Plump and Carl Comer, five years. Hollis Carlisle, four years.

Ural Cates, Golden Oakley, Sylvester Schnell and Omer Samples, three years.

Randall Chinn, Joe Huddleston, Luther Bruner, James Holden, Harry Brown, James Mauer, Otis Whitler and Henry Davidson, two years.

Pete Hawkins, Edward Heuer, James McDonald, James Whitler, Arthur Meeks, Jacob Meeks, Lawrence Marrow, Gordon Abell, Jerome Gander, William Henning, Harold Peck, Edward Singler, Warren Strome and E. L. Jackson, one year.

C. R. Edens, Lyman Gasaway, Harry Knier, W. E. Lindsey, Pete Smith, Roy Wright, Harold Freeman, John Grandcolas, William Mueller, Ernest Risley, Leonard Stephens, Ervin Bair, Ed Boehn, six months.

Cab Driver Finds Fortune In Slag

PITTSBURGH—A former taxicab driver has teamed up with a giant corporation to scrounge a fortune on a waste heap.

He is Robert M. Chambers, who found a way to recover valuable hunks of steel from waste slag discarded by the Carnegie-Illinois Steel Corporation.

Back in 1934 Chambers drove his cab to a mountainous Carnegie-Illinois slag dump to pick up a fare and saw pieces of steel mixed in with slag. He thought there ought to be some economic way of recovering it—he didn't know the big steelmasters had rejected the idea.

He developed a practical process and now Chambers employs about 50 men and has thousands of dollars invested in huge magnet cranes and power machinery. He works under contract with Carnegie-Illinois and recovers about 5,000 tons of steel a month.

The best way to get a complete supply in stores you patronize is to create a 100 per cent demand for Union Label merchandise!

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Carlhom of No. 193 Sees Horse That Drinks Beer and Dances

(Written for OREGON TEAMSTER)

By SWEDE CARLBOM

One bright summer day on the outskirts of Billings, Mont., I was parked with my van on an empty lot along the highway. On the extreme rear of the lot I noticed a covered wagon and several horses. On a box beside the wagon sat a rugged, elderly man, smoking a pipe. He waved his hand toward me as I walked over.

He was Hank Buckley, a horsetrader who only dealt in high type horses, as I could clearly see. He also was an expert horse trainer by occupation and had trained many famous animals for circuses and county fairs. As it was noon-time, he invited me to come into his covered wagon for a cup of coffee and a bite.

Rounding a couple of bales of hay, we came upon a white horse asleep on two large coil springs. The most peculiar thing was that the horse wore clothes. It had a pair of pink drawers with frills and laces and a large polka dot blouse. On its head it wore an immense sun bonnet tied with a large bow knot over the chin.

In amazement, I asked, "What's that?"

"That's Tillie, my show horse," said my host. "She had a few pails of beer too many last night and came drifting in at four o'clock in the morning. She is a good girl. I thought I'd let her sleep a bit longer."

Once inside the covered wagon, enjoying my host's coffee, I was curious to know more about Tillie. "Well," said Hank, "It's rather a long tale. She was trained to be a show horse by the country's best and finest horse trainer, Bill Evans. Bill is a good friend of mine. He got Tillie when she was two month's old and saw the possibilities in having Tillie do a dance performance."

"Patiently he set out to train her for just that. After two years of tedious work, Bill had Tillie doing what no other horse had done before; to whirl, dance on hind legs, to cartwheel and do somersaults. Often I sat over in Bill's training tent watching Tillie doing hind-leg whirls over the arena with lightning swiftness. Bill said she was a natural born dancer. He soon discovered that Tillie responded better when Russian mazurka music was played. He hit upon an idea. He would bill Tillie as the world's only ballerina horse. Her name was changed to Evanova. A tremendous ballerina skirt with fluffy frills of silk and satin was ordered and fitted. On rehearsal day a contract was signed with Bangling Bros. circus for the season."

"On opening night Bill Evans' cherished ambition was realized. Clad in full dress suit he ran jauntily into the arena followed by the prancing Evanova. Twice around the ring they went as the band struck up a Russian mazurka. Timed to perfection, Tillie pranced to the center and took off in a fast swirl, her gilded hoofs a-flying. As the tempo of the music became faster, she whirled around, her ballerina skirt aflame like a parachute. Tillie was terrific. As a climax, she somersaulted and landed on all fours. The applause was deafening. Bill was jubilant."

"Now followed town after town and triumph after triumph. Evanova's fame reached far and wide. Bill worshipped the horse. Nothing was too good for her. Two special coil springs with tufted padding were ordered for Tillie to sleep on. Two colored grooms rubbed and massaged her daily. Her mane and tail were marcel-waved every other day."

"One night Bill gave a party—and Tillie was introduced to champagne. Tillie drank a mixing bowl full and then someone put on a Russian record. She took off through the tent flaps like a shot and out in the tent yard she whirled and swirled and cartwheeled as she had never done before. From then on, Tillie was given a quart of champagne a few minutes before each performance."

"For the next three years Bill and Tillie toured the world, performing in London, Paris and Vienna before wildly cheering throngs. But the high living and the champagne began to take their toll. Tillie lost her grace and agility. Knots showed up on her well-shaped legs. She began to stumble and several times landed on her back while somersaulting."

"Bill decided that she needed a rest and a good home and I was the one he chose to give it to her. With tears in his eyes, they parted and I took Tillie off for green pastures down South. We did nothing but rest. Nightly we shared half a gallon of beer together."

"By the next spring, Tillie looked pretty good. She neighed and seemed contented. One night, on my birthday, we indulged in a little more beer than usual. Some hill-billy music came over the radio Tillie suddenly bolted for the lot. Around and around she danced—and it gave me an idea. I would bill her as Tennessee Tillie, the world's only horse hill-billy dancer and perform at county fairs. We had her fixed up in a hill-billy costume and soon were barnstorming around the country."

"Well, last night while performing at Billings, Tillie accidentally clipped off the tent's main strut with her hoof. Down came the canvas burying everyone underneath. Somehow Tillie got out and galloped down the street into an alley where she met up with two Teamsters. The three went into the back door of Haley's tavern where a pail of draft beer was ordered for Tillie."

"Things were going well until someone put a nickel in the juke box. Bleary eyed, full of beer, Tillie perked up her ears and took off across Haley's floor like a cyclone. Everyone scattered. Some ducked under tables and chairs. Others beat it for the street, many rushed for the rest rooms. Up and down the length of the tavern she whirled with terrific speed. In flipping a cartwheel she caught her leg in a brass spittoon which she shot through the plate glass window. The other leg got tangled in an old chandelier which she flung through the ladies rest room door. She tried a somersault and landed on her back with a terrific crash which shook the whole building. It knocked Tillie out."

"The two truck drivers took up a collection for Tillie to pay her fine in case she was arrested and the tavern porter brought her home at four in the morning."

Well, that was the end of Hank's story. We walked out and Tillie was just getting up. She was a pitiful sight. Her costume was ripped and her sunbonnet hung cock-eyed on her head.

Hank patted her and said, "How do you feel, old girl?" Tillie slowly shook her head and a roll of money fell from behind her ear. Hank picked it up and counted out \$18.

"Ah, Tillie, old girl," he said, "You may go astray at times but you always think of papa."

I bid them goodbye and thanked Hank, telling him I was sorry I hadn't seen Tillie perform. The world probably will never see another like her. As I walked away, Tillie was sitting on a bail of hay, looking blankly toward the city of Billings. Yes sir, a truck driver sure gets to see some strange sights on his travels.

S. W. HELTON

It Happens To Be—543

We at 543 held our election for officers Saturday, January 8. The members turned out in goodly numbers and cast their votes in a business-like manner. The leading candidate on the ballot was Glen Rabanus for president who led his opponent three to one. The elected officers, along with those carried over from our executive board, are as follows:

PRESIDENT	Glen Rabanus
VICE-PRESIDENT	James Cross
RECORDING SECRETARY	John Allen
SECRETARY-TREASURER	S. W. Helton
3-YEAR TRUSTEE	Earl Lock
2-YEAR TRUSTEE	Fay Meneely
1-YEAR TRUSTEE	Otis Sense

We wish to thank all members who participated in the election.

Our contract with the Milner Provision Co. is open for negotiation; also our contract with the Indiana Lock Joint Concrete Pipe Co.

Vora Whitley and wife are spending a month's vacation in southern California with friends.

Luther Emmett's favorite remark is "Boy, I love to drive a cab."

Roy May, of the Turner Trucking Co., had a close call Thursday, January 6, when a damaged gas main, caused by excavation work, filled the basement of his new home with gas. This was exploded by the pilot light of his water heater.

Mrs. May was warned by the workmen of the danger and had left the house but minutes before the explosion. Thus she escaped injury.

The force of the blast blew out almost one entire side of the house.

Repairs are being made and it is hoped that the Mays will soon be back in their home again which they moved into only a few months ago.

Glen Rabanus, president of Local 543, has been elected president of the Clinton County Trades and Labor Council.



Rhoads Named On Committee

EVANSVILLE—Lloyd Rhoads, head of Taxicab Local 11 of the Teamsters has been named to the Legislative Committee of the Central Labor Union here by John G. Soucie, CLU president.

Purpose of the committee will be to work for repeal of Indiana's compulsory arbitration act in the present session of the state legislature; also liberalizing of state compensation law provisions and other reforms embodied in the Indiana State Federation of Labor's legislative program.

Clyde Birdsong was named to the Community Chest Committee.

WASHINGTON—H. D. Horton, president of the American Trucking Associations, Inc., declared that the trucking industry transported more freight and operated more vehicles during 1948 than at any other time in its history.

Teamster's Wife Says No. 144 Men are Finest Bunch Ever and Jack Reynolds Is Ace High!

Terre Haute, Ind.

To THE INDIANA TEAMSTER:

Sir:

My husband received his copy of THE INDIANA TEAMSTER today and as usual I read it all before I laid it down.

One thing I noticed on front, it says "December, 1948." Shows the picture of the new home in Terre Haute of which the boys are awfully proud. Well, I got over to the back page, after I had read "Joy of Being an Editor," and where the Teamster of Local 193 met the woman in black. Say, he must have been down to Local 144 to the house warming before he left and had a C.V. hangover, ha!

Well, I got to page 4 and looked up in right-hand corner it says "November, 1948" and I wonder if it was supposed to be that way or were you all over with the boys? (That was a typographical error—Ed.)

My husband and I attended the housewarming and I must say they put over one swell feed, etc. Finest bunch of men gathered together I ever witnessed. I had a seat back where I could look and listen and it was one grand gang and time.

I just don't blame men for being truck drivers. That's one job where they can be men, and if they want to cuss they can cuss the highway to their heart's content. Then when they pull in for home, or what have you, they can relax and be good fellows with all the cussedness out of their systems.

So I'd better close. I am the party that took a stand for Union Labor three years ago last October after I had read a nasty letter in the Richmond (Ind.) paper.

I told you then if my husband ever left the railroad he would go back to truck driving. Well, he was injured on road and could never railroad again.

We came back to Terre Haute and he knew he could drive a truck. But would Reynolds take him, a cripple back into 144 and help him get a job? That was the question. Did he?

Say, he just opened his arms and said, "Sure." And we've both got to say Jack is an Ace High fellow! He sure helped us when we wondered if he'd be able to find work. Jack has placed him in one swell job; soon be there one year!

So more power to the Teamsters, and get your feet off that desk and hunt some news.

By MRS. LEROY HALE,
1813 N. 26th St. Terre Haute, Ind.

EDITOR'S NOTE: We remember Mrs. Hale as the lady who once wrote a letter to THE INDIANA TEAMSTER, answering another letter published by a Richmond, Ind., newspaper, from a GI, who was then with the wars in Germany.

This GI, ignoring the unheard of millions being made out of the war by American industry, and plenty of war profits right there in Richmond, lambasted working people there who were striking for living wages.

Mrs. Hale had an answer, and said something which applies to so many people who oppose organized labor—something we have never forgotten—

"The young man does not realize what men have gone through to put our working standards where they are."

USE CHAINS, WATCH OTHER DRIVER

these trials in areas where they will not interfere with other highway traffic. Then adjust your speed to the prevailing road and weather conditions.

If you are driving an extended distance or are on the road for several hours in the same locality, repeat the braking test at regular intervals of time. If weather conditions change while you're en route, keep informed of the existing traction between the road surface and the tires by repeating this braking test.

You never know when an emergency may develop, and you must be aware of the existing traction at that time.

Prepare for possible emergency conditions when driving over slick roads. Greatly increase the distance between your vehicle and the vehicle ahead. Remember that it takes from three to twelve times as long to stop on snow or ice as it does on dry concrete.

Greatly decrease your speed as you approach an intersection, regardless of whether you are proceeding with the green light or are operating on a preferential highway.

The traffic signal may change and waiting traffic may move into your path before you can stop. In addition, some other driver may not apply his brakes in sufficient time and may slide right through the intersection which you are about to enter.

Slow down as you approach the crest of a hill. Remember, your vision of the roadway has been obstructed and the road may be blocked just beyond. Consequently, you must be prepared to stop.

When it is necessary for you to slow down or stop, pump the brake pedal up and down intermittently. Jamming on the brakes may lock the wheels and throw your vehicle into a tragic skid.

Avoid abrupt maneuvers with your vehicle. Plan your route and have in mind the turns you are

going to make. Then let other drivers know of your intentions well in advance by using correct hand signals and by positioning your vehicle in the proper lane.

If a car approaches you at a speed greater than you think is the safe speed for prevailing conditions, slow down, pull as far to the right as possible even onto the berm if necessary, and be prepared to stop if the oncoming car should start spinning in front of you.

When you are entering a preferential highway or are making a left turn in front of oncoming traffic, refrain from trying to take advantage of small openings in traffic. Remember, you can not start as quickly as normal and the oncoming vehicles will have trouble slowing down or stopping. Give yourself plenty of room for such maneuvers. It will pay dividends.

Use tire chains when driving on ice or snow covered roads. Tests have revealed that chains reduce braking distances as much as forty or fifty per cent. Chains are not a cure-all for winter accidents, but they will help a motor vehicle driver in those unexpected emergency stops which are sometimes necessary. In addition, be sure the brakes, headlights, windshield wipers, and defrosters on your vehicle are in good working order.

Above all, don't become impatient about the speeds you are able to maintain. If you catch up with some other motorist who is driving slower than you feel is a safe speed under prevailing conditions, stay behind at a safe following distance, unless you can see far enough ahead to be absolutely sure that the road is clear.

Then, only attempt to pass if you can do so without exceeding the speed which you know will permit your vehicle to maintain adequate traction.

The season offers a challenge. Can you qualify as an expert winter driver?

Purdue Safety Expert Explains How Driving On Icy Roads Is Challenge to Motor Control

By WAYNE M. TIMMONS

Coordinator, Fleet Safety Program, Public Safety Institute, Purdue University

Written for "The Fifth Wheel"

So you've been successful in driving that tractor semi-trailer job over jam-packed highways all summer without scratching a fender. Congratulations! You're demonstrating the stuff that experts are made of. But do you have the "know how" to maintain that record during the special hazards of the winter season? It's the inclement weather and hazardous road conditions that are encountered during the winter months which combine to offer a real challenge to skillful motor vehicle control.

Yes, Indiana is located in the snow-belt area of the United States. Consequently, the roads are often covered with snow, or ice, or water—conditions which affect the grip of the tires on the road surface. In addition, the vision of the driver is sometimes seriously impaired by fog or frost, or by falling rain, sleet, or snow, and by longer periods of darkness.

The importance of these factors to safe driving is revealed by the fact that motor vehicle death rates, as related to motor vehicle travel, are highest during the winter season in all sections of the country.

As a result of a study made by the National Safety Council's Committee on Winter Driving Hazards, it has been found that the traffic accident death rates for the northern half of the country are from 24 to 53 per cent higher in the winter season than those experienced during the summer, when based on the miles of motor vehicle travel.

Perhaps you have heard drivers explain winter time accidents with such statements as: "I drove over the brow of a hill and found a car crossways on the road and I

was unable to stop," or "Because of a dense fog I didn't see the disabled vehicle in time to avoid hitting it," or "I skidded into the bridge railing where the water on the roadway had frozen."

These and many other similar explanations are given by drivers involved in accidents during bad weather conditions in the winter season. Whether or not these unfortunate experiences are completely controllable is a problem that has been argued pro and con by many drivers. Let's analyze the factors involved.

There is no question in my mind but that the average motor vehicle operator realizes that his ability to control a vehicle is impaired when he is driving on a wet, icy, or snow covered roadway. But does he realize the full significance of that impairment enough to adjust his driving habits to the extent that he will be able to control his vehicle in an unexpected emergency situation?

Does he possess a knowledge of the wide variation in vehicular performance when driving on highways covered with ice and snow?

VARIANCE IN BRAKING DISTANCE

The Committee on Winter Driving Hazards has found that the braking distance of a motor vehicle operated without chains, on smooth ice, at 20 m.p.h., may range from 110 feet to 250 feet, depending on the condition of the ice, and, to a lesser extent, on the type of vehicle.

This is a wide variation which so often catches many drivers unprepared for those longer braking distances when emergency situations arise.

In many instances, I'm afraid,

a desire to make good time and the response of the vehicle to normal controls cause the driver to question the accuracy of these braking distances and speeds are gradually increased.

Then, suddenly an emergency situation develops in his path. Instantly questions race through the driver's mind: Can I stop in time? Will my brakes hold? Am I going too fast? What can I do to prevent a collision?

Let there be no mistaken ideas in the minds of motor vehicle

drivers. The ability to control a vehicle depends entirely upon the amount of traction that exists between the tires and the surface of the roadway. This traction is drastically reduced when traveling over snow or ice, as compared to the amount existing under normal road surface conditions in the summertime.

Along with the problem of traction, the other major offensive of Old Man Winter is this thing of interfering with a driver's vision. A driver can not be aware of the development of a dangerous traffic situation unless he can see that danger.

Yet, what happens to the windows of our enclosed truck cabs and passenger cars during the winter season? If the vehicle sets in a heated garage, the moment it is driven into the cold air the windows steam over and obscure the driver's vision.

If the vehicle sets in an unheated garage or out in the weather, the windows may be clear when you enter the vehicle, but immediately the moisture from human breath collects on the inside of the windows in the form of steam or frost, depending on the existing temperatures.

Outside your car, falling rain, sleet, or snow can obscure your vision to a dangerous degree. This is true despite the fact that your windshield wipers function perfectly—and every driver should make sure that they do.

This dual threat to safe motor vehicle operation calls into play the best of driving skill, knowledge, judgment, and attention if winter traffic accidents are to be prevented.

What can a driver do of a defensive nature to prevent being involved in an accident while operating over slick roads during times of reduced visibility? First, he should be sure he can see before he enters the flow of street or highway traffic.

The best available vision is of extreme importance, even if it is necessary to roll down the windows and endure the physical discomforts of chilling blasts of cold air.

Start the vehicle slowly and maintain reduced speeds until you get the "feel" of the road. This can be done by applying the brakes a few times while driving slowly, but care must be taken to conduct

DAVE BECK TELLS PURPOSE OF CHICAGO CONFERENCE

NATIONAL TRADE DIVISIONS TO ORGANIZE ENTIRE FIELD

In calling for the Chicago conference, Dave Beck, executive vice-president of Teamsters International Union, sent a message to all Teamster Joint Councils in the United States and Canada, explaining the purpose of the meeting. The message, transcribed on records and wire recordings, was read off a recording machine at the December 17 meeting of Joint Council 69, at 28 W. North St. It is reprinted herewith, in part, as follows:

Within a few months every phase of our jurisdiction will be represented by a National Trade Division. They will number 13 or 14. Each will have its Policy Committee of a sufficient number of members to represent every geographical area.

These policy committees will be selected from the members attending the organization meeting of the new trade divisions. Each committee will have its chairman and its secretary.

When these trade divisions have been set up, and when their policy committees are functioning well, an intensive program of organization will go forward under their direction in every phase of our jurisdiction, our goal being to bring into our international union every man and woman in the United States and Canada who is employed in our work.

From time to time these policy committees will be called in joint session for an interchange of opinions and to coordinate their work. To accomplish this goal, we will devise ways and means to perfect organizing technique, and we will utilize every resource at our command. We will coordinate our collective strength and our combined economic influence.

We will use the machinery of the local unions, the joint councils and our regional organizations as well. We will develop avenues of publicity to our own members, to other unions, central bodies and state federations.

We will develop the use of our purchasing power through various publicity mediums, to help organize the many thousands who are employed in the automotive industry and garages and parking lots and parts houses and tire shops and in every field touching this branch of our jurisdiction, and in every other trade group where such action will benefit our people.

Our Shop Card

We will develop the use of our shop card. Display this card in your office and in your home. The barbers, the culinary crafts, the brewery workers, and many others spend hundreds of thousands of dollars educating labor to insist on their labels being displayed and to encouraging labor to patronize those that display their label or shop card.

If we insist that our members support and respect the label and shop card of other unions, why is it not also good business to ask these other unions to grant us the same support for our shop card and label? Above all, let us see to it that our members lead the way in supporting our own shop card.

We will explore every avenue by which we can bring our combined economic influence to help each other in organizing in every trade division. For instance, we will start a thorough program of checking the use of gasoline and oil and such services as car washing, greasing, and tire repairing by our trucks and private cars for the purpose of ascertaining services where these goods are not now being purchased from members of our union.

Millions of gallons of gasoline and oil are being pumped into our private cars and trucks by non-organized men and women. By developing the proper organizing procedure, we can start immediately to correct this condition. Check your own locality today and vision the possibilities of such concerted action.

All over-the-road general trucks and drivers are the key to the organizing of tens of thousands of warehousemen. It is our purpose to set up the organizing machinery to do this job. When we organize warehousemen, we tremendously strengthen our economic position.

When the job is done, the warehousemen will insist on all delivery and pick-up work being done by union drivers, and the drivers will insist that all warehousing be done by union warehousemen. In time of need, each will be invaluable to the other.

Chain-Business Structure

The entire trend of business is now along national lines, from the Atlantic to the Pacific, and from the Gulf to Canada. We are confronted by an ever expanding chain-business structure. We can name industries—bakeries, laundries, barbers, dairy workers, grocers, soft drink producers, breweries, and many others. These firms either employ our people or they do not employ our people. It is our job to see that they do employ our people.

Millions of tons of freight and manufactured products go from the manufacturer to the processor, the canneries, the dairy, and from other types of industry on trucks to and from the rails and wharves. It is our job to perfect organization so that from the point of origin to the consumer, our people will be employed. We can increase the strength of our international union by hundreds of thousands of members, and by so doing write an insurance policy to protect those who are now organized. By such added members, we can increase our economic influence so that we can obtain from the industry a proper return on the investment of our labor in this great scheme of production and transportation.

In addition, as we perfect nation-wide organizing in our industries, we will strengthen our economic position and accomplish better wages, hours and conditions of employment for our people, and we will do it without work stoppage.

We ask every local and joint council and regional conference—we ask every one of these groups to assist in perfecting the functioning of our national trade divisions. There is no part of our work that will not be greatly aided.

We will be greatly strengthened in the local and state labor unions, as well as in our relations with other international unions. We will learn each others problems.

As we meet in national conferences at regular intervals, we will become acquainted, one with the other. We will discuss our common problems with employers and other unions, and we will develop contacts whereby we can assist each other and use our resources for mutual aid.

We cannot develop these trade divisions and set up these policy

Letter Thanks Brothers of 193

When Local Union 193 men heard that misfortune had befallen the family of A. R. Niccum, a brother member in Indianapolis, they took up a purse and made it a Christmas present.

Whereupon the Niccums have asked this paper to publish the following letter:

"Dear Friends:
"We are taking this way to let you boys know that we received your gift, and that it was greatly appreciated.

"We not only appreciate the money, but certainly the wonderful spirit of friendship which prompted the gift.

"We assure you it did a great deal toward making our holiday more pleasant.

"We wish all you boys a happy New Year.

"Mr. and Mrs. A. R. Niccum."

Mayflower Men Get Added Wages

Four hundred drivers for the Aero Mayflower Transit Co. have received a considerable increase in wages and improved conditions in a new contract signed between their union, Teamsters Local 193, and the company.

The agreement is effective as of January 8, 1949.

The American Federation of Labor is studying a proposal for a 30-hour week as a means of spreading employment and maintaining 60,000,000 jobs in the event of a slackening in the present business boom.

The nation's 5,000,300-plus truck drivers outnumber all other transportation workers 3 to 1.

By HARRY HUDSON Heard and Seen at 716

We have signed our construction driver's agreement with the Paul Jeffers Trucking Co., of Waterville, Ohio, which has the contract of hauling gravel to the Western Electric Job.

The Newberg Construction Co. of Chicago, erecting the new power and light plant at Clare, Ind., has been presented with our construction drivers' agreement. Due to the illness of Mr. Durocher, superintendent in charge, the signing has been postponed till a later date. All conditions of the drivers' agreement are in force.

Due to the very poor attendance at our meeting for Owner-Operators held January 5, 1949, the meeting was cancelled.

The officers and members of Local Union No. 716 wish to take this opportunity to express the deepest sympathy to Brother and Mrs. Earl Hyde upon the loss of their little girl. Brother Hyde is Recording Secretary of Local Union 716 and Steward at the Heston Concrete Co.

Will all members, knowing of illness or death in a Brother members' family, please notify the office of Local No. 716 as soon as the misfortune occurs.

Elsewhere in this paper is a special notice for change of address as beneficiary for your insurance. If it applies to you please cooperate by filling it out complete. We desire each member in good standing to receive a copy of the INTERNATIONAL MAGAZINE and the INDIANA TEAMSTER paper. Any change in beneficiary for your insurance policy of course will have to be done at the office.

When buying ice or coal, buy from the following firms who employ union members of this local union:

Polar Ice & Fuel Co.—six plants.

Monument Co-Op Coal Co.

Broad Rippe Ice Co.—two plants.

By doing this you create better wages and working conditions for your fellow members.

Sorry to report that Harry Bailey, steward at the General Electric Corp., is confined to Veterans Hospital. We all wish Harry a speedy recovery.

As I have been selected to write these notes each month, I would sure appreciate any news items sent in by you Brothers about other members.

Many questions have come from members regarding benefits under Social Security. If the membership desires, we can arrange to have a man from the Social Security Division at one of our General Meetings to explain, in a question and answer session. Let's have some comments on this subject.

SPECIAL NOTICE 716

All members are requested to report to the secretary-treasurer of Local Union No. 716 any change in address or change of beneficiary name for the Insurance Policy.

The secretary-treasurer finds that, in checking the files, he has a lot of old addresses that are not correct and would appreciate the members' help in keeping these files up-to-date.

If you are in doubt about your correct address being on file or if you have moved recently, please fill out the form below and mail to Local Union 716, 28 West North St., Indianapolis, Ind.

Book No. _____
Name _____
Address _____
Town _____ State _____
Place of employment _____
Social Sec. No. _____

committees without also bringing into being a great school for the education of our people, not only in their own branches of jurisdiction, but also on general lines covering the entire scope of our operation. I urge you to watch the international magazine for reports on the work and the progress of the trade divisions, for they will be given publicity in the columns of that splendid publication.

Columns of our magazine will bring to our members each month our progress. All trade divisions will help us to organize canneries, bakeries, produce, and many other industries in all our trade divisions.

National industrial concerns, such as Kraft Cheese, Carnation Milk, American Linen Supply, Yellow Cab, American Railway Express, Hearst Newspapers, Continental Bakeries, Scripps-Howard, Pacific Fruit—hundreds and hundreds of others—they are the concerns for which our people work from coast to coast, and they hold the key to our future welfare with thousands of their competitors for whom we also work.

Some sections produce and manufacture, while other sections deliver and consume. Sure we have a common interest in organizing at the source and all along the line until the product reaches the consumer. It is by such continuing contact with the flow of commerce from producer to consumer that we increase our economic strength. There will develop, out of these trade divisions, a thousand ways to make cooperative assistance possible, both in organization work and in obtaining better wages and working conditions for our people.

Expansion Drive Mapped In Detail

(Continued from Page 1)

ings at a morning session.

The Over-the-Road Conference Policy Committee and the Drive-Away Policy Committee also were to meet on Tuesday. The Drive-Away Policy Committee also were to meet on Tuesday. The Drive-Away conference was chartered recently. It is concerned with the drive-away and truck-away industry, which has grown rapidly in recent years.

On Wednesday morning the Over-the-Road Conference held its first general session to hear reports from its Policy Committee and in the afternoon the Automotive Division held its third meeting.

On Thursday the Warehouse Division went into general session in the morning and the Drive-Away division in the afternoon, while Warehouse and Drive-Away Policy Committees met.

Union Industries Exhibit Next May

The fourth all-American Federation of Labor exhibition will take place next May in Cleveland, Ohio.

At Cincinnati and St. Louis that unique event was known as the AFL Union Label and Industrial Exhibition.

Last year at Milwaukee the name was changed to Union Industries Show which is now its official title.

It is sponsored by the Union Label Trades Department of the AFL and I. M. Ornburn, its Secretary-Treasurer, acts as Director. This week he stated that the department is now definitely making this outstanding labor-management enterprise an annual event.